

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY USSR (Murmansk Oblast)

REPORT

SUBJECT Pechenga/Luostari Airfield

DATE DISTR. 21 April 1953

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PLACE ACQUIRED

REFERENCES

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

1. Pechenga/Luostari airfield is located about 20 kilometers southwest of the village of Pechenga (N69-33, E31-12), Murmansk Oblast, USSR. 50X1-HUM
the landing area of the field is about 2.5 to 3 kilometers long. One of the landing area runs in an east-west direction and 50X1-HUM
observed no paved runway. another runway which ran in a NE/SW direction and that the surface appeared black and shiny in the rain.
no fences or guard posts in the vicinity of the field. During the period of observation, no personnel was observed and no ground activity of any kind was noted at the field. (See Sketch No. 1 for a location and layout sketch of the airfield.) 50X1-HUM
2. only two buildings on the airfield. One of these appeared to be the airfield control tower and was located at the southwestern end of the landing area. 50X1-HUM
it was at least as high as a two-story building but not higher than a three-story building. No lights were observed in or on this building. However, at night, two planes which took off in an east 50X1-HUM
direction immediately after a green flare was fired from this building. The flare was fired to the east and burned out while still climbing. Both planes took-off simultaneously. the planes judged from the sound that they were jets.
3. The second building observed was on a hill directly west of the landing area. was located on top of this structure. a rotating mechanism in the center of the rotating mechanism. This light appeared to turn as the mechanism turned; at regular intervals it became dimmer, disappeared, then reappeared. the object rotated in a complete circle, the red light was too weak to be a beacon and this was some

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kind of radar apparatus.

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4. The north and south boundaries of the landing area at the airfield are lined with alternate red, green, and white lights. These lights do not blink or rotate and appear to be at ground level.

several dark objects between and in front of some of the boundary lights. these were parked planes, and there were both single and twin-engined planes.

5. Buildings were observed in the region immediately north of the airfield. This area is densely wooded, with brush about two meters high. A group of five buildings is located in a clearing which is about 700 meters from the southern tip of Lake Pitka and about four to six kilometers north of the airfield. Two of these buildings are one-story high and three are two-stories high. At night, the sound of male voices singing marching songs coming from these buildings. these were military barracks. All the buildings were lighted. A road runs southwest of these buildings. it is paralleled by a telephone line.

Two one-story buildings are located west of the group of five buildings. These buildings were also lighted and appeared to be living quarters. One building is about three kilometers north of the airfield; the other is much closer to the field. The only evidence of buildings south of the field was bright lights which appeared to be coming from two windows about two or three kilometers from the airfield.

6. the following air activity in the vicinity of the village of Pechenga and Pechenga/Luostari airfield:

- a. During a 30-minute period of observation, a plane, described as a MIG-15, appeared and disappeared on four separate occasions.

(See Sketch No. 2 (A) for sketch of the outline of these planes.)

- b. Four single-engined planes flying straight and level at about 4,000 feet were observed simultaneously. They were flying on an approximate bearing of north. The planes were not in formation

they were not jets. (See Sketch No. 2 (B) for sketch of the outline of these planes.)

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- c. Over a period of several hours on two consecutive days in early September 1952, a twin-engined plane towing a target. The plane was painted dark green and appeared to be traveling slowly at about 3,000 feet. The target consisted of an object shaped like a small airplane and an object which looked like a wind sock. The plane-like object was approximately 200 meters behind the tow plane and appeared to be rotating on its longitudinal axis.

The object which looked like a wind sock was about 20 meters behind the rotating target and appeared to be about twice as long as the rotating object.

they were connected, since their position in relation to the plane and to one another never changed. The plane-shaped target appeared to be grey in color; the object which resembled a wind sock seemed to be a lighter grey.

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[redacted] The plane traveled back and forth in a north-south direction. At intervals the plane and target would be out of sight for as long as 30 minutes. On four separate occasions, [redacted] a small, single-engined plane (see Sketch No. 2 (B)) making runs on the target. [redacted] could not determine if the same plane made all four runs. The fighter would dive at the target from the side and then climb until it was out of sight, while the tow plane maintained a straight and level course at all times. The bursts of machine gun fire could be heard, but there was never any indication whether or not the target had been hit. [redacted] the fighter plane was firing at the rotating target. On some occasions, [redacted] other single-engined planes of the same type flying in the same area but not making runs on the target. On other occasions, [redacted] heard aerial machine gun fire without actually [redacted] any planes in the sky. (See Sketch No. 2 (C) for [redacted] sketch of the tow plane and targets.) In the area over which the tow plane was flying, [redacted] observed odd-looking wooden objects placed on the top of the higher hills in the area (see Sketch No. 3). These objects seemed to be similar in size and appearance to inverted brooms, the tops looking as if they were made of tree branches. The sticks were of natural wood color. [redacted]

They were lined up in two parallel rows running in a north-south direction and extending to the horizon in both directions. [redacted]

[redacted] they might have been used by the tow plane as some kind of navigational aid. The tow plane made all its runs on north and south headings, occasionally passing over an area a little to the east of its previous run.

d. A formation of eight jet planes, probably MIG-15s, flew from east to west in the direction of Pechenga/Luostari airfield, and [redacted] that they landed on the field. The planes were silver and had wing fuel tanks. They were flying in trail formation, straight and level, at about 3,000 feet. No markings were visible. (See Sketch No. 4 (A) for [redacted] sketch of these planes and formation.)

e. A pair of jet planes was observed on three separate occasions within a two-hour period. [redacted] on each occasion the two planes were flying side by side on a westerly heading at about 3,000 feet. Each time the planes passed over Lake Pitka, they would circle and head toward Pechenga/Luostari airfield. This activity was observed at night, and each plane had a steady white light on the tail, a steady red light on the left wing, and a steady green light on the right wing.

f. At 1730 hours on 3 September 1952, a twin-engined, transport-type plane was observed flying from east to west, in the direction of Pechenga/Luostari airfield. The plane appeared to be light gray and was flying at about 3,000 feet. [redacted] (see Sketch No. 4 (B) for [redacted] sketch of this plane).

g. On several occasions on two consecutive days in early September 1952, [redacted] single flights of planes, [redacted] described as IL-4s, flying in a northerly direction.

h. In mid-September 1952 [redacted] a few MIG-15s in what [redacted] to be bombing exercises.

7. [redacted] a Soviet plane which crashed in the tundra region between Pechenga and Pechenga/Luostari airfield. The plane had come to rest in a ditch, and only the upper wing surface was visible. [redacted] from the size, [redacted] it was a fighter plane. The wing was dark grey. [redacted] Traces could be seen on the ground where the plane

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had slid along before coming to a stop. The scraped surface was approximately ten meters long; [redacted] The appearance of the ground indicated [redacted] the crash may have occurred only a few days prior to observation. Two Soviet soldiers were observed working at the scene of the crash. They appeared to be carrying heavy objects from the plane and setting them down at the point where the plane first touched the ground. One of the Soviets wore an olive-drab coat which came to about 12 inches above the knees, dark blue trousers, and a dark blue cap with a black visor. The other Soviet wore a similar coat and an olive-drab flight cap. No insignia were observed, [redacted]

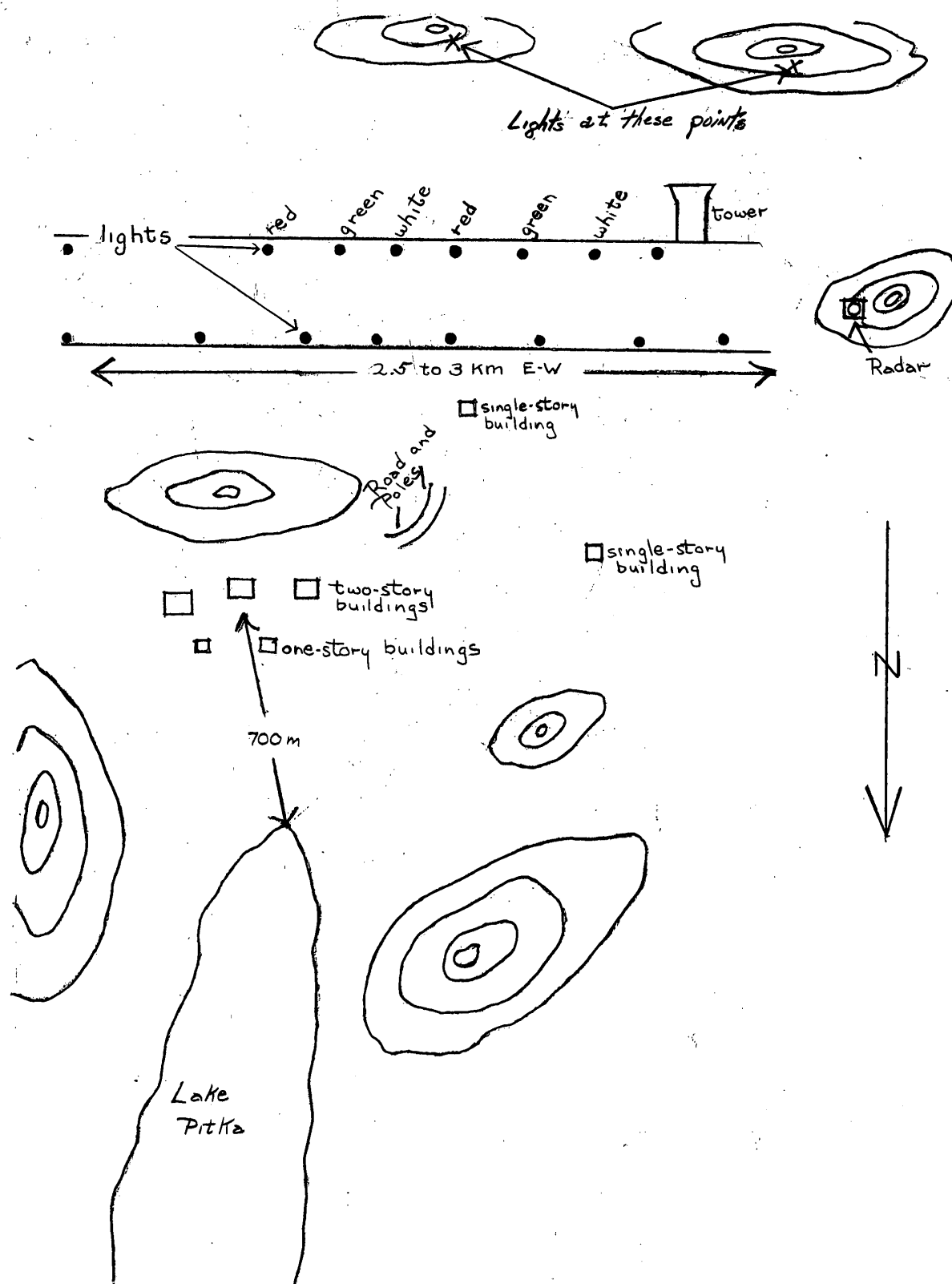
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Sketch No. 1: Pechenga Airfield



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Sketch No. 2

Diagram A



Diagram B

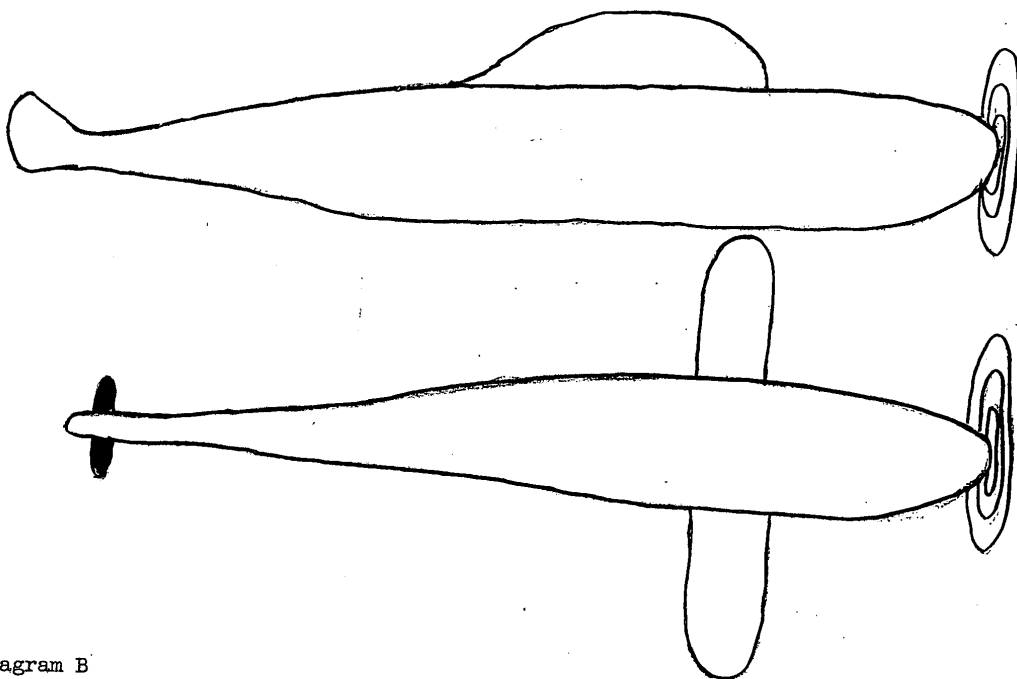
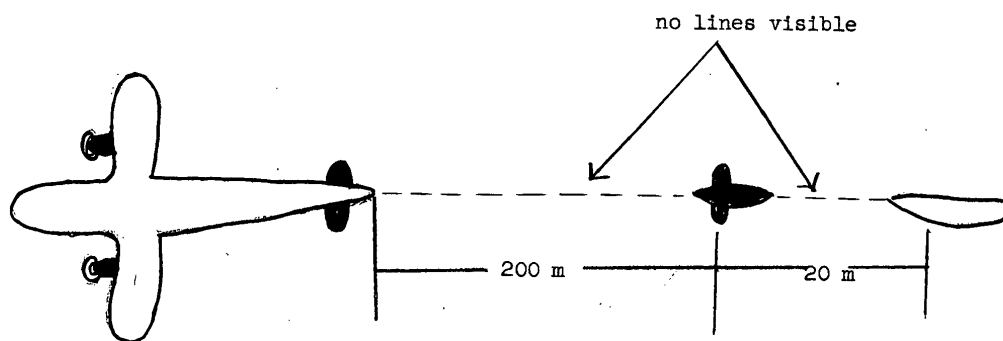
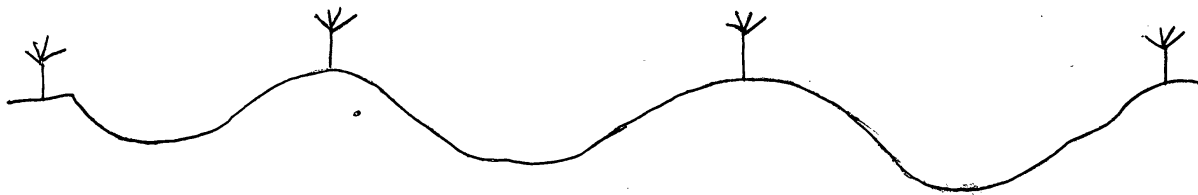


Diagram C

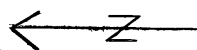


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looked like inverted brooms the
size of a household broom

tops appeared to be
made of tree branches



Sketch No. 3

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Sketch No. 4

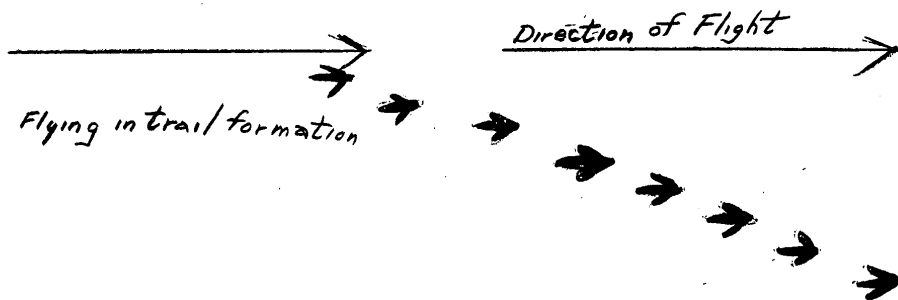
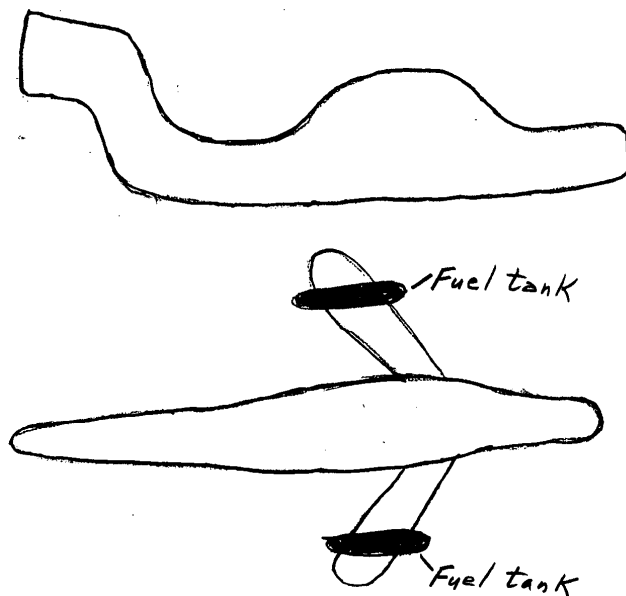


Diagram A

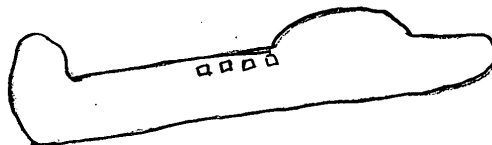
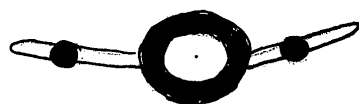


Diagram B

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